

## INQUIRY REVEALS NEED OF NEW LAWS

Hearing on the Titanic Disaster  
Emphasizes the Failure of  
Present Statutes to  
Protect Lives.

### AMERICAN RULES THE BEST

But Even These Do Not Require  
the Larger Steamships to  
Carry Enough Lifeboats  
for All Persons on  
Board.

[From The Tribune Bureau.]  
Washington, April 21.—The terrible inadequacy of the law regarding safety provisions on ocean-going ships, the haphazard method by which wireless apparatus is installed and the service conducted on board ship, the deplorable lack of boat drill on merchant ships and, hardly to a less extent, the lack of efficient fire apparatus and fire drills—these are among the points which have impressed themselves on the members of the subcommittee of the Senate Committee on Commerce, which began in New York its investigation of the sinking of the Titanic and will continue it here to-morrow.

The purpose of this investigation is twofold. First, the fixing of the blame for the terrible loss of life in the Titanic disaster, and secondly, the determination of the defects of the existing laws and regulations, for it is all too apparent that, despite the fact that the laws of the United States are far stricter than those of foreign nations, they are still far from adequate to safeguard human life properly.

For instance, under the American rule the Titanic would have been required to carry 23,470 cubic feet of boatage, which, on the basis of ten cubic feet a person, would have accommodated 2,347 persons, more than the Titanic's entire human complement. Under the laws of the British Board of Trade the Titanic was required to carry only 9,300 cubic feet of boatage, and as the Titanic had 11,000 feet, she was, to employ the nautical expression, overboarded by nearly 2,000 feet.

This does not mean, however, that ships of American registry are required to provide sufficient boatage for their entire human complement. The required boatage is based on tonnage, although it has long been obvious to American authorities that the basis should be the human carrying capacity as stipulated in the ship's license. Undoubtedly an effort will be made, now that the disaster to the Titanic has occurred, to adjust the requirements for American ships to the dictates of safety, although it is realized that any such change will meet with determined opposition from the ship owners. Incidentally, it may be remarked that the American requirements now compel the larger ships, notably the St. Paul and the St. Louis, to carry only sufficient boatage for about two-thirds of their human complement.

Another point in which the American laws are superior to those of foreign countries, as was partly brought out by the testimony of the second officer of the Titanic, is that our laws require that such tackle shall be provided as will permit of loading the boats to their full capacity while they are suspended in the air, evidently not a requirement of the English law. Second Officer Lightoller testified that the Titanic had been most carefully inspected and passed by one of the strictest representatives of the British Board of Trade, but that he, Lightoller, was afraid to load the boats to their full capacity while they were suspended from the davits. In fact, he believed it unsafe to put more than twenty-five adults in boats which were capable of carrying forty or forty-five persons once they were in the water.

There has appeared much criticism of the officers of the Titanic for their failure to load the boats to their full capacity, but when Lightoller was examined on this point he reiterated his conviction that to have loaded the boats more heavily would certainly have meant to run grave danger of breaking tackle, which would have thrown all in the boat into the sea, twenty feet below, before the ship began to settle.

It was also developed that it was the design of the owners of the Titanic to have the boats partially loaded as they hung in the davits, and when afloat to add sufficient persons to make their full complement. There had been, however, no adequate boat drill, and this plan does not appear in a single instance to have been carried out, although the second officer sent some of his men below to open side hatches for that purpose. It is, in the opinion of the authorities, questionable whether this plan would ever work successfully under the strain and excitement which must inevitably attend the necessity of taking to the lifeboats.

Another obvious defect in the system on the Titanic, due partially no doubt to lack of boat drill, but partially perhaps to inadequacy of crew, was the

lack of available sailors to man the boats. Lightoller testified that he had seventy-one seamen in the crew (as distinguished from stewards, coal heavers, oilers and others), but he was so short of men to handle the boats that, despite the fact that he was putting only two men in each boat he had not enough to man them all on that basis and was compelled to call in some male passengers who had had more or less nautical experience.

Furthermore, although there were only twenty boats all told, two of these were not put over the side, one becoming inextricably entangled in the tackle and another being washed overboard when the ship sank. This naturally suggests to members of the committee the question: Even had the Titanic been equipped with sufficient boats to take off her passengers and crew, would they ever have been launched?

Boats Badly Stowed.

The importance of stowing boats in the most accessible positions has also impressed itself upon the committee. At least one of the Titanic's boats was stowed "on top of the officers' quarters," approximately nine feet above the boat deck and seventy-nine feet above the water. It was this boat which was never launched and which, according to the second officer, he and his depleted force of sailors could not handle, even to the extent of bringing it within reach of the davit tackle.

J. Bruce Ismay has announced that his line will immediately take steps to provide all its ships with sufficient boatage, but, according to the members of the committee, that provision will prove wholly inadequate unless the line goes further and stows the boats where they are accessible and so drills its crews that they can handle them with dexterity and celerity. According to the most conservative estimate, it is pointed out, two hours and thirty-five minutes elapsed between the time the Titanic struck the iceberg and the time she sank, and even that proved insufficient to lower and fill her twenty lifeboats, four of which were less than the regulation size.

The committee and its authorities are also impressed with the foolhardiness of sending over the side lifeboats manned by not more than two sailors, sometimes one sailor and a man passenger or a steward. It is suggested that this force would have been insufficient to keep the boat's head to the wind in any sort of sea, and had the coming of the Carpathia been delayed until the already freshening breeze had developed a sea, some of the boats would probably have been swamped, especially those which had added to their load by picking up men found floating.

Members of the committee are strongly impressed with the necessity, therefore, of thorough and frequent boat drills, every sailor being assigned to his place in a lifeboat, so that in the face of an emergency everything shall move as smoothly as in a well drilled fire engine house. Otherwise, they suggest, a mere addition to the number of lifeboats might add merely to the confusion and the fatalities.

Limit of Safety.

Has not the extreme limit of safety in the size of ships been passed? This is one of the questions which this investigation, short as it has been, is already suggesting. It is realized, of course, that as the investigation proceeds other phases may develop, but some are already obvious. When asked what orders were issued by the captain after that officer had approved Lightoller's suggestion that he place the women and children in the boats and cast them off, Lightoller said the captain, he believed, remained on the bridge, and that he could not hear any other orders, although he presumed they were issued constantly. Some of the passengers have described the captain as "shouting orders from the bridge," giving the impression that he had difficulty in making himself heard. This raises the question: Is it possible for the captain of a ship practically as long as four blocks in New York City to exercise proper command after an accident, especially if that accident has crippled some of the various electric devices designed to keep him in communication with all parts of his ship?

The testimony thus far taken also indicates that there was comparatively little crowding on the decks, and this suggests the possibility that many never realized their danger and were drowned like rats in their staterooms or bunks. All who have so far testified declare there was little or no suction when the great ship finally settled to her last resting place. If that be true, and it also be true, as has been testified, that every passenger had a lifebelt, as is required by the British law, why was not the sea for a short time, at least, crowded with human beings kept afloat by these belts, which would sustain them even were they unconscious or dead?

The captain of the Carpathia, arriving on the scene less than four hours after the Titanic went down, saw only one floating body. Does this not mean that the Titanic was so large that those from two or three blocks away from the place where her side was pierced never knew of the collision nor heard the alarm and slept on unconscious of their danger? This suggestion, the authorities point out, is supported by the varying stories of passengers, some of whom declare the shock of the impact was severe, while others assert they barely felt it. Again, it is asked: Did the size of the Titanic make it more difficult for her to avoid the iceberg once it was sighted?—for it appears to have been an exceptionally

AN UNUSUAL SIGHT AT THE POLO GROUNDS.  
Collecting funds yesterday for the relief of the Titanic sufferers.



clear night, not foggy, as was first assumed—and the berg was seen at considerable distance ahead, so that the order "port your helm" was given some time before the impact.

Still another idea has been suggested to members of the committee in connection with the ships on Pacific routes. So far as has been ascertained—and the unsworn testimony of passengers seem to bear out the sworn testimony of the officers—the crew of the Titanic stuck to their posts like heroes, almost without exception seeking to perform their duties and giving little or no thought to their personal safety. Indeed, what more vivid demonstration could be afforded of this than the conduct of the two wireless operators—the survivor, at least, a mere boy—who, even after their apparatus had been rendered useless by the flooding of the engine room, remained at their post until told by the captain to look out for themselves, just as the ship was about to sink? The liners on the Pacific are not manned by Anglo-Saxons, but by Orientals—chiefly Chinamen. How would they have behaved under like circumstances?

Work and Pay of Wireless Men.

Turning to the subject of wireless telegraphy, the evidence thus far taken goes to show that it was by the merest accident that the Carpathia heard the distress call of the Titanic, her operator having actually begun to undress his shoes preparatory to going to bed and having the receiver on his head only by chance; that when the Carpathia was confronted by an emergency it became necessary to work her lone operator to a point closely approximating inhuman exhaustion; that the pay of Marconi operators, on British ships at least, is ridiculously small in proportion to the responsibilities and the degree of intelligence required, averaging from \$7.50 to \$10 a week, with board and lodging on board ship; that wireless provision is made almost solely from a commercial standpoint, the best apparatus and two operators being provided only when the passenger capacity of the ship is such that it is likely to pay a profit.

One of the members of the committee expressed regret that he had not asked Captain Rostron of the Carpathia what he would do if his single operator were rendered unconscious by accident or washed overboard in a storm and he was later confronted by the necessity of sending out the distress signal. That the operators are not all of the high order of intelligence which their position demands was brought out by the testimony of the wireless operator of the Titanic, who declared that the Marconi operator on the Frankfurt had obviously neglected to notify his captain of the "C Q D" call of the Titanic, and after a lapse of from twenty minutes to half an hour had sought to interrupt communication with the Carpathia by inquiries as to the occasion of the Titanic's distress.

Officials of the Department of Commerce and Labor have been quick to point a moral in this connection. Congress has passed a law requiring every vessel of American registry carrying fifty or more passengers to provide itself with wireless equipment. The law was opposed by vessel owners because of the expense, and the recommendation of the Secretary of Commerce and Labor that it should apply to all vessels carrying fifty persons, whether passengers or crew, was disregarded. That law will go into effect July 1, and Secretary Nagel, after making a careful estimate, asked Congress to appropriate \$50,000 to make possible its enforcement. Regardless of the possibility that human lives might be at stake, Congress decided that the sum was too liberal and has contented itself with providing only \$35,000.

It is remarked by members of the committee and their associates that in so far as the loss of the Titanic has demonstrated that no ship is unsinkable, in so far as it will make both passengers and officers hereafter more alert and more expeditious when confronted by an accident, those who went down in the ship have not given their lives in vain, terrible as has been the cost.

There is also a suggestion, even a hope, that Americans may be prompted to regard with greater favor at least some form of postal subvention for American ships, that they may perceive the wisdom of compelling American vessels to exercise every precaution to avert disaster, the propriety of compensating them, even in the form of a subsidy, for the expense this will entail and, finally, the patriotism as well as the wisdom of patronizing the already safer vessels of their own country when they have occasion to cross the merciless seas.

G. G. H.

## VIRGINIAN ORDERED BY CARPATHIA TO TURN BACK

Message Said: "Everything O. K.  
Have 800 on Board; Return  
to Your Northern Track."

### RACED 160 MILES TO LINER

Captain, Arriving at Liverpool,  
Reports Ice Close Packed  
Between Allan Liner  
and Ocean Grave.

Liverpool, April 21.—The Allan Liner steamer Virginia, which was reported on Monday last to be towing the damaged Titanic to Halifax, arrived here to-day. Captain Gambell was unable to throw any light on the messages which were sent broadcast last Monday that his ship had the Titanic in tow and that other steamers were standing by.

The Virginia had two wireless operators aboard, who transmitted onward all news received. "We passed the place where the Titanic sank," said Captain Gambell, "at a distance of six or seven miles. I had to go around an ice field. The ice was closely packed between us and the position of the Titanic when she went down, and there would have been great danger in going nearer. No boats, packages or wreckage were to be seen."

The Virginia received the first wireless message concerning the accident to the Titanic from Cape Race at 12:40 o'clock on Monday morning. It announced that the Titanic had struck an iceberg and was in need of immediate assistance.

Captain Gambell altered his course and proceeded 160 miles in the direction of the Titanic. At 10 o'clock in the morning he received a wireless from the Carpathia:

"Turn back. Everything O. K. Have eight hundred on board. Return to your northern track."

The Virginia then proceeded eastward and sighted a field of ice and numerous bergs. Previous to that she was in communication with the Russian steamer Birma, which, at 3:45 a. m., was fifty-five miles from the Titanic, and also with the Californian, the Carpathia, the Frankfurt and the Baltic.

"At 5:45 a. m.," continued the captain, "I was in communication with the Californian. She was seventeen miles north of the Titanic and hadn't heard anything of the disaster. At 6:10 o'clock I sent a marconigram: 'Kindly let me know the condition of affairs when you get to the Titanic.' He immediately replied: 'Can now see the Carpathia taking passengers aboard from small boats. The Titanic foundered about 2 a. m.'"

The Virginia heard the Carpathia advising the Baltic that she had about eight hundred aboard and was proceeding for Halifax or New York, and advising the Olympic that all the boats had been accounted for, that a careful search had been made among the wreckage for survivors, and that the Californian was going to remain in the vicinity for some time.

When the Virginia was hastening to the Titanic all her boats were swung out ready for use. A party of bluejackets returning from the Pacific station under Lieutenant J. S. Morrell volunteered to man the boats.

Washington, April 21.—H. T. Cottam, wireless operator on the Carpathia, acknowledged this evening that he sent the Marconigram which Captain Gambell of the Allan liner Virginia, reports having received on Monday morning. Cottam says this message was handed to him by Captain Rostron.

DUEL OVER TITANIC DISASTER.  
Millville, N. J., April 21.—While quarrelling as to who was responsible for the Titanic disaster, Albert Baxter and Frederick Moore, of Eastern Shore, Md., fought a duel with knives at Port Norris last night and Moore was seriously injured. Baxter made his escape.

## WASHINGTON CROWDS HOSTILE TO ISMAY

Head of White Star Line, Rushed  
Secretly to Hotel, Evades a  
Murmuring Throng.

### JUSSERAND OFFERS AID

Tells Senator Smith France Will  
Co-operate—Committee to  
Determine Location of  
the Frankfurt.

[From The Tribune Bureau.]  
Washington, April 21.—J. Bruce Ismay, managing director of the White Star Line; P. A. S. Franklin, vice-president, and thirty-seven members of the crew of the Titanic arrived here to-night to continue testimony before the Senate subcommittee which is investigating the loss of the liner.

Messrs. Franklin and Ismay were rushed secretly to the New Willard Hotel, being admitted through the rear entrance to avoid a large crowd of people and a battery of photographers thronging the front entrance and lobby. For nearly two hours the management stoutly denied that the steamship officials had arrived, but finally admitted that a conference was being held with S. C. Neale, their local attorney.

"Everything will come out before the committee," almost begged Ismay when surrounded by the newspaper men at the Union station. He was visibly annoyed by them, and forbore to show some of the more persistent away from him.

"I wish you men would be kind enough to wait for the committee sessions," he pleaded, petulantly, when pressed for an answer to questions.

A private carriage, containing Mr. Neale, was in front of the station and Messrs. Ismay and Franklin were hurried to it, slipping away from the photographers who expected them to take a taxi-cab.

The thirty-six seamen were taken to a hotel opposite the station and were permitted to stroll about the city. They refused to enter into conversation with strangers, some of them showing spirit when quizzed.

Ismay Kept to Himself.

Mr. Ismay had his meals served to him in his stateroom while coming from New York, but the other members of his party went to the diner. He shunned all publicity and kept to himself as much as possible, according to those on the train.

"The animosity of people is shown by the action of even the negro porters at the Union Station," declared Charles C. Burlingame, Jr., son of the steamship company's New York counsel. "Why, these fellows wouldn't even carry my luggage for me and seemed to desire to snub the whole party."

Extra police were stationed at the hotel on account of the expected arrival of Ismay's party. A large crowd had congregated and murmurs of enmity against the head of the White Star Line were heard. Extra police were there to handle the crowd.

The conference of the officials of the company with their attorneys is understood to be for the purpose of considering the testimony to be given before the Senate committee. Mr. Neale wished to hear the salient features of Ismay's version of the disaster and to agree with his colleague, Charles C. Burlingame, of New York, on the line of defence.

Ismay Denies Protest.

Mr. Ismay denied to-night that he had made any protest to the British Ambassador, Mr. Bryce, because of the holding of members of the Titanic's crew as witnesses, and added that he had come to Washington to co-operate with the investigating committee in any way he could. He said he had not talked with Huntington Wilson, the Acting Secretary of State, about the question. The hearings of the committee will go on to-morrow morning at 10:30 o'clock.

Assurances of the co-operation of the French government with the United States to further safeguard human life at sea were to-day extended by Ambassador Jusserand to Senator William Alden Smith, of Michigan, chairman of the committee. Ignoring the formalities of proceeding through the State Department, Ambassador Jusserand called in person upon the chairman. The visit of the Ambassador received much attention.

Says France Will Co-operate.

Ambassador Jusserand told the Michigan Senator that he called to express his gratification at what had been accomplished by the investigation and to make assurances of the desire of the French government to co-operate in improving conditions at sea. The Ambassador asked for any suggestions looking toward an immediate improvement in the protection of passengers.

Two suggestions were made by Senator Smith. The first was that every ship should not only be equipped with wireless, but that every cabin should have two operators, one constantly on duty. The other suggestion was that there should be additional life equipment on board ocean liners, including lifeboat accommodations for every passenger.

Sensor Smith said to-day that no notice or intimation, either from officials or members of the crew, of objection to the committee's course had reached him. "I am proceeding on the theory that what we will obtain will be as valuable to them as to us," said he.

Major Arthur Peuchen, of Toronto, Canada, has notified Senator Smith that he will be in Washington to-morrow to put his story into the record. Lewis Klein, a Hungarian member of the Titanic crew, has been subpoenaed at Cleveland. He will appear before the committee to verify a story he related in that city of his experiences in the wreck.

Frankfurt's Location To Be Probed.

One feature of the forthcoming hearing will be the inquiry into the wireless communication as the Titanic was sinking. An effort will be made to ascertain the exact location of the German steamer Frankfurt, which responded to the Titanic's signal of distress, but did not extend any aid. It is desired to ascertain if the Frankfurt was actually nearer to the sinking ship than the Carpathia, as Bridge, the operator, estimated the Frankfurt to have been, judging from the strength of the electric spark in the wireless communication. Whether the Frankfurt operator will be called as a witness could not be learned to-night.

Secretary McLean of the Navy Department called to-day upon members of the committee and gave assurances that the wireless operator of the Chester, who endeavored to get details of the disaster from the Carpathia on the latter's way to New York from the wreck, would be held subject to the committee's orders.

## LONDON THINKS ISMAY HASN'T HAD FAIR PLAY

Says Custom of Considering Man  
Innocent Until Proved Guilty  
Has Been Violated.

### RESCUE TALE UNCONVINCING

British Inquiry Will Try to Dis-  
cover What Was Wrong  
Rather than Who Was  
to Blame.

[By Cable to The Tribune.]

London, April 21.—J. Bruce Ismay, is, on the whole, regarded here as a harshly treated man. The old English custom of considering a man innocent until he has been proved guilty is, according to the dispatches published here, not being adhered to on your side of the Atlantic. English papers are appealing for fair play for Ismay, and are disposed to sympathize with the reported statement that he considers the Senatorial inquiry brutally unfair.

Mr. Ismay has challenged a thorough investigation in England, and people here say he must have it. The fact has, nevertheless, not escaped notice that his statement about his own rescue is not as convincing as it might be, but it is generally regarded as most unfortunate that he happened to be aboard the Titanic. As on every vessel the captain is king, even Ismay, the head of the company, would be temporarily under the orders of Commander Smith.

The prompt action of the Senate in insisting on an immediate inquiry in New York has caused astonishment here, where people are accustomed to the more leisurely methods of the Board of Trade, and it is pretty safe to assume that the conduct of the examination in this country will differ fundamentally from the one in America.

So far as it is possible to sift the evidence that has reached here from New York, it tends to show that the object of the inquiry is to find out who was responsible for the disaster. In England the investigation will aim at discovering what was wrong rather than who was to blame.

Every preacher throughout London to-day referred to the appalling tragedy, and in every church "Nearer, My God, to Thee" was sung, while the eyes of hundreds of worshippers were wet with tears. A more striking testimony to the way London has been affected by what is looked upon here as the most impressive incident of the disaster and a most touching story of heroism could not well be imagined.

Eloquent tributes were paid by eminent preachers to the captain and crew of the Titanic and the notable victims of the disaster, particularly W. T. Stead and others. In many cases the relief fund, now devoted to the relief funds, which now aggregate more than \$500,000.

Special services were held aboard all his majesty's warships, and mourning was generally observed in the same manner in the British colonies.

In addition to an almost universal movement in the direction of providing better lifesaving appliances on ocean liners, there are indications of a movement for taking better advantage of the wireless. The necessity of two wireless operators being aboard every vessel is emphasized by the fact that the liner Parisian missed the Titanic's call for help only through the operator being off duty at the time, and an agitation has commenced here in favor of the Board of Trade formulating regulations to govern the wireless arrangements aboard ships.

The Austrian government also has taken steps to assist in the installation of a wireless system on all ocean passenger steamers, the government bearing part of the expense, on condition that it will receive a percentage of any

**THE BRONX**  
We want to lend you money  
on your Bronx real estate.  
Our special Bronx Com-  
mittee will pass on the appli-  
cation. It is a Committee that  
believes in the Bronx. Usual  
interest rate for improved  
property is 5%.

**TITLE GUARANTEE  
AND TRUST CO**  
Capital \$ 4,375,000  
Surplus (all earned) 10,625,000  
176 B'way, N. Y. 175 Rensselaer, Bklyn.  
350 Fulton St., Jamaica.

salvage moneys obtained through wire-  
less calls.

It is understood that the plans of the  
White Star liner Gigantic, which is now  
being built at Belfast and which was to  
have been 1,000 feet in length, will be  
modified. It is probable that the new  
plans will provide for double cellular bot-  
tom and sides, such as the Mauretania  
and Lusitania have, as a stipulated con-  
dition of receiving the government sub-  
sidy.

The Olympic has been provided with  
forty collapsible boats and will carry  
sixteen additional lifeboats.

## CHESTER OPERATOR BITTER

Says Carpathia's Men Missed the  
Government Cruiser.

[By Telegram to The Tribune.]

Philadelphia, April 21.—"Although we  
were less than eleven miles from the Car-  
pathia about noon last Tuesday, the wire-  
less operators on the latter, apparently  
acting under orders, refused to give us any  
information about the tragedy. These  
men merely answered our insistent inquiries  
by crisply and summarily telling us to keep  
out, adding that the Carpathia was 'taking  
care of things.' We naturally inferred  
that the Titanic was being towed to port,  
with some of those injured in the crash  
aboard the Carpathia, and it was not until  
we reached Delaware Breakwater on Sat-  
urday, four days later, that we learned of  
the sinking of the Titanic and subsequent  
terrible loss of life."

It was thus that James Gaffney, chief  
wireless operator on the scout cruiser  
Chester, described the way in which the  
operators of the Carpathia "deliberately  
missed" the ship that was officially sent  
by the government to aid the Carpathia  
to get the details of the disaster.

"The operators of the Carpathia paid no  
attention to our messages until the power-  
ful wireless apparatus carried by the Che-  
ster threatened, by its proximity of only a  
few miles, to overpower the equipment of  
the Carpathia," said an officer of the Che-  
ster to-day. "It was only then, to get rid  
of us, that they told us they were taking  
care of things. We did not know that  
they were taking care of things by allow-  
ing women and children to sleep on the  
decks and smoking room floors, though the  
Chester was only eleven miles off. It was  
because we were given to infer that  
things were all right that we proceeded to  
the League Island navy yard. And then,  
last Saturday, four days after our com-  
munications with the Carpathia, we  
learned the true story of the disaster."

Captain Decker of the Chester went to  
Washington yesterday, and it was said that  
he was in conference with officials there,  
preliminary to the Senate investigation.  
James Gaffney and Frank Blackstock, the  
wireless operators of the cruiser, are con-  
sidered among the most efficient operators  
in the navy. The claim advanced by Har-  
old Bride, surviving wireless operator of  
the Titanic, that the Chester's operators  
were "wretched and did not know the com-  
plexion of Morse sufficiently to be worth  
while," has been ridiculed by many naval  
men who know the records held by Gaffney  
and Blackstock.

## ELKS HONOR HARRIS'S MEMORY

More Than 1,000 Members of Lodge  
Attend Special Services.

Special services in memory of Henry B.  
Harris, the theatrical manager, who lost  
his life in the Titanic disaster, were held  
last night in the headquarters of New York  
Lodge No. 1, Benevolent and Protective  
Order of Elks, No. 103 West 43d street. A  
high tribute was paid the memory of Mr.  
Harris by G. Murray Hulbert, exalted ruler,  
of the lodge.

The special services, at which the funeral  
ritual of the Elks was used, were attended  
by more than one thousand members of  
the lodge, with which Mr. Harris was as-  
sociated for a number of years.

## Andrew Alexander

### Men's Tan Shoes

English Blucher, smart but  
easy fitting last, liked by  
young men ..... \$6

Many other correct styles for the  
present season, \$4 to \$8



Sixth Avenue  
at Nineteenth Street

Fifth Avenue  
above Forty-fifth St.

BOOKS AND PUBLICATIONS.

BOOKS AND PUBLICATIONS.

### JUST PUBLISHED



THE NEW NOVEL BY GERTRUDE ATHERTON  
"The ablest woman writer of fiction now liv-  
ing."  
—Sir William Robertson Nicoll

## JULIA FRANCE and HER TIMES

By Gertrude Atherton

An entertaining story of all that civilization has done for modern  
woman. Probably the most brilliant novel written by the gifted  
author of those great successes, "The Conqueror," "Tower of  
Ivory," etc. Of widespread interest, marked by keen analysis  
and beautiful descriptive passages, Julia France is a story of  
modern life and character which provides the closest study of  
certain phases of life at home and abroad that has been made  
by any novelist in a great many years.

Decorated cloth, Gilt Top, 12mo, \$1.35 net; postpaid, \$1.48.

Sold at all book stores and news stands.

Published by THE MACMILLAN COMPANY 64-66 5th Ave. N. Y.

## BROKAW BROTHERS

MEN'S & BOYS' CLOTHING, HATS & FURNISHINGS

There's many a Spring Coat in our stock that you  
would like to own and that you will have use for  
right up to the middle of June.

Spring Coats for the conservative in Oxford and  
black—\$16 to \$42.

Less conservative models in fancy materials—\$18  
to \$35.

Raglans and Overcoats with inverted-plait backs  
—\$30 to \$35.

All in equally good taste depending upon the per-  
sonality of the wearer.

Astor Place & Fourth Avenue  
SUBWAY AT THE DOOR—ONE BLOCK FROM BROADWAY

## Answers in the BOOKREADERS' CONTEST

No. 139—Daring Deeds of the Revolution.

Watch To-morrow's Tribune for Correct Answer to  
Picture No. 140.</